

Frasers Property Australia  
 Level 2, 1C Homebush Bay Drive  
 Rhodes NSW 2138

Attention: Robert Cauchi

Subject: Ivanhoe Estate Stage 2 Building C4 (SSD-15822622-Mod-5)

**Letter of response to Department of Planning, Housing and Industry Comments**

Dear Robert,

This letter has been prepared in response to relevant traffic, transport and parking matters raised in the Request for Response of submission (Request for Response) by the Department of Planning, Housing and Industry (DPHI) in relation to SSD-15822622-Mod-5.

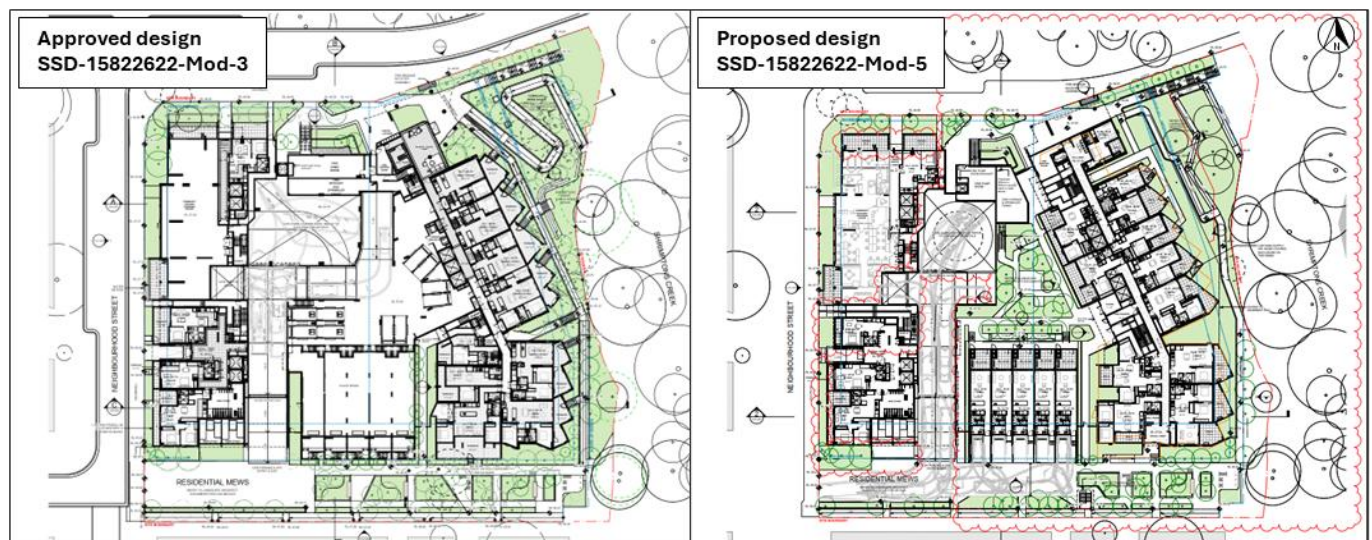
The modification application seeks to increase in the total number of residential dwellings from 480 to 519 and revise the unit mix to increase the social housing provision. Modifications are also proposed to the basement loading dock and car park, including removal of Basement 3.

The request for response includes a single comment raised by City of Ryde Council in relation to transport matters, as reproduced below, together with a detailed response.

*Provide updated swept paths for an HRV to AS2890.02 showing entry to the building and exit via Mews Road. Paths must demonstrate access does not conflict other passenger vehicles entering and exiting the building. The current traffic statement does not show HRV access from Mews Road*

A range of vehicle swept paths were completed as part of the modification application transport statement. This included 12.5m heavy rigid vehicles passing 99<sup>th</sup> percentile cars along the main access ramp. Additional swept paths are included in Appendix A and show full independence for cars and 6.4m small rigid vehicles, with management measures expected to be in place at times when large service vehicles need to infrequently access the site.

Overall, no material changes are proposed to the site access arrangements as approved under SSD-15822622-Mod-3. This includes maintaining the previously approved access on Mews Road noting that the proposed access width of 8.7m readily exceeds the minimum requirements of relevant Australian Standards and facilitates all relevant design vehicles. The approved SSD-Mod-3 and proposed Mod-5 plans are shown in Figure 1.



**Figure 1: Comparison of approved SSD-15822622-Mod-3 and subject Mod-5**

Consistent with high-density residential developments with on-site loading, large service vehicles require use of most the access driveway width, particularly when making turns. This ensures quality design outcomes and maintains generous public domain while recognising low service vehicle volumes.

In this context, the frequency of large service vehicle access needs is important. Based on Ason Group's experience with high-density residential developments, waste collection could be expected to be between three and five trucks per week. In addition, removalist vehicles (up to 8.8 metre medium rigid vehicles) are expected to access the site up to two times per week based on an average apartment turnover rate of approximately 0.2 per cent per week<sup>1</sup>. Overall, this equates to one to two large vehicles accessing the site per day. Such volumes are low and typically scheduled outside peak periods to further minimise the likelihood of a service vehicle needing to pass a light vehicle internal to the site.

The Transport Assessment<sup>2</sup> that accompanied the original SSD submission recommended that a detailed operational traffic management plan will be prepared prior to occupation. This plan will specify targeted traffic management measures to be implemented to ensure efficient site operations, likely to be a combination of silent flashing warning lights, signage and convex mirrors to ensure that infrequent access by large service vehicles is appropriately managed.

We trust this provides the information necessary and please do not hesitate to contact the undersigned should you have any further queries.

Sincerely,

**Rhys Hazell**  
Principal lead

**Jay Wu**  
Transport Engineer

<sup>1</sup> NSW Fair Trading, Rental Bond Data (Data. NSW), annual bond lodgements and refunds dataset.

<sup>2</sup> Ivanhoe Estate Redevelopment - Stage 2, Macquarie Park (SSD-15822622) Transport Assessment, Issue III dated 24 February 2022.

# Appendix A Vehicle swept paths

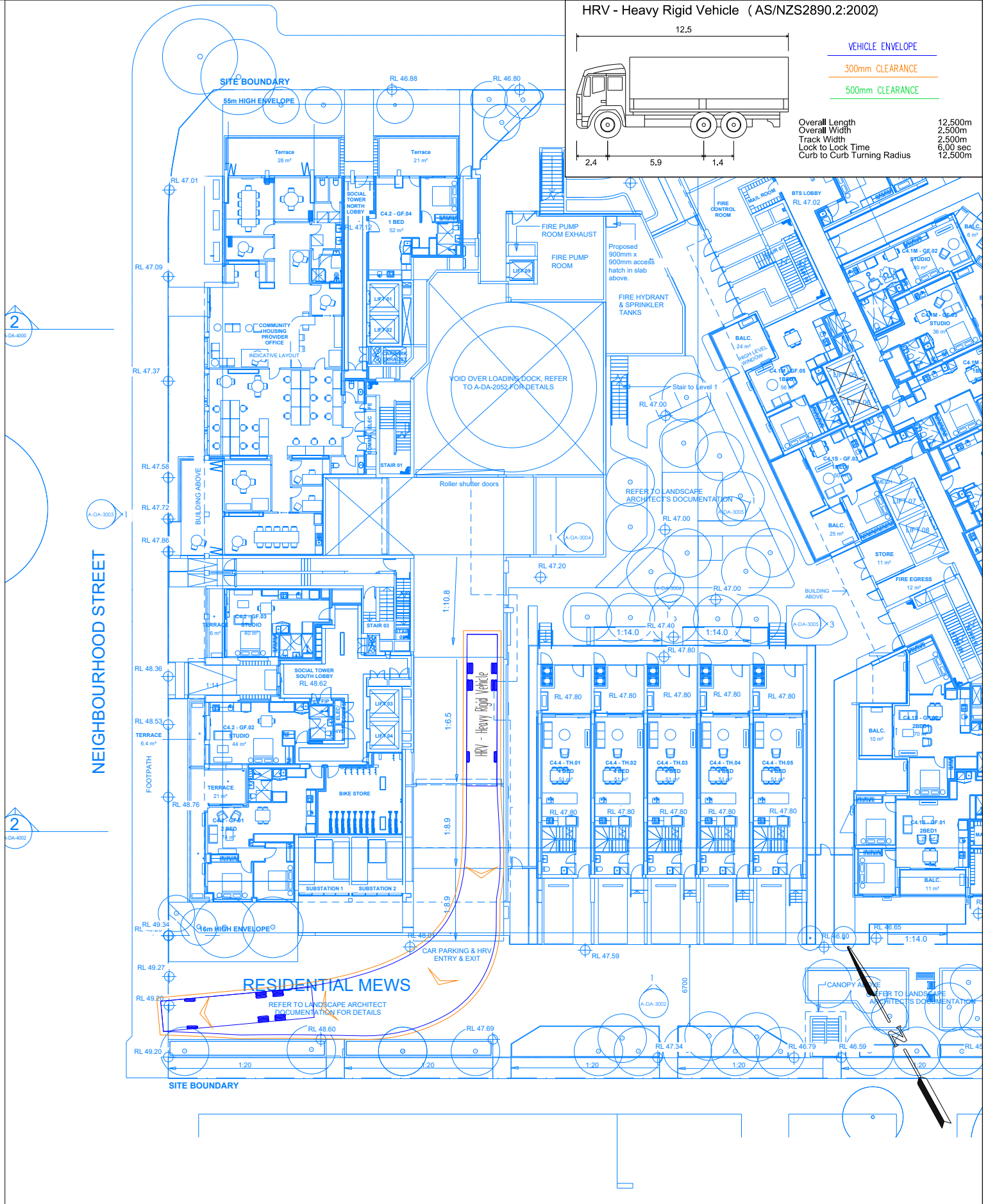
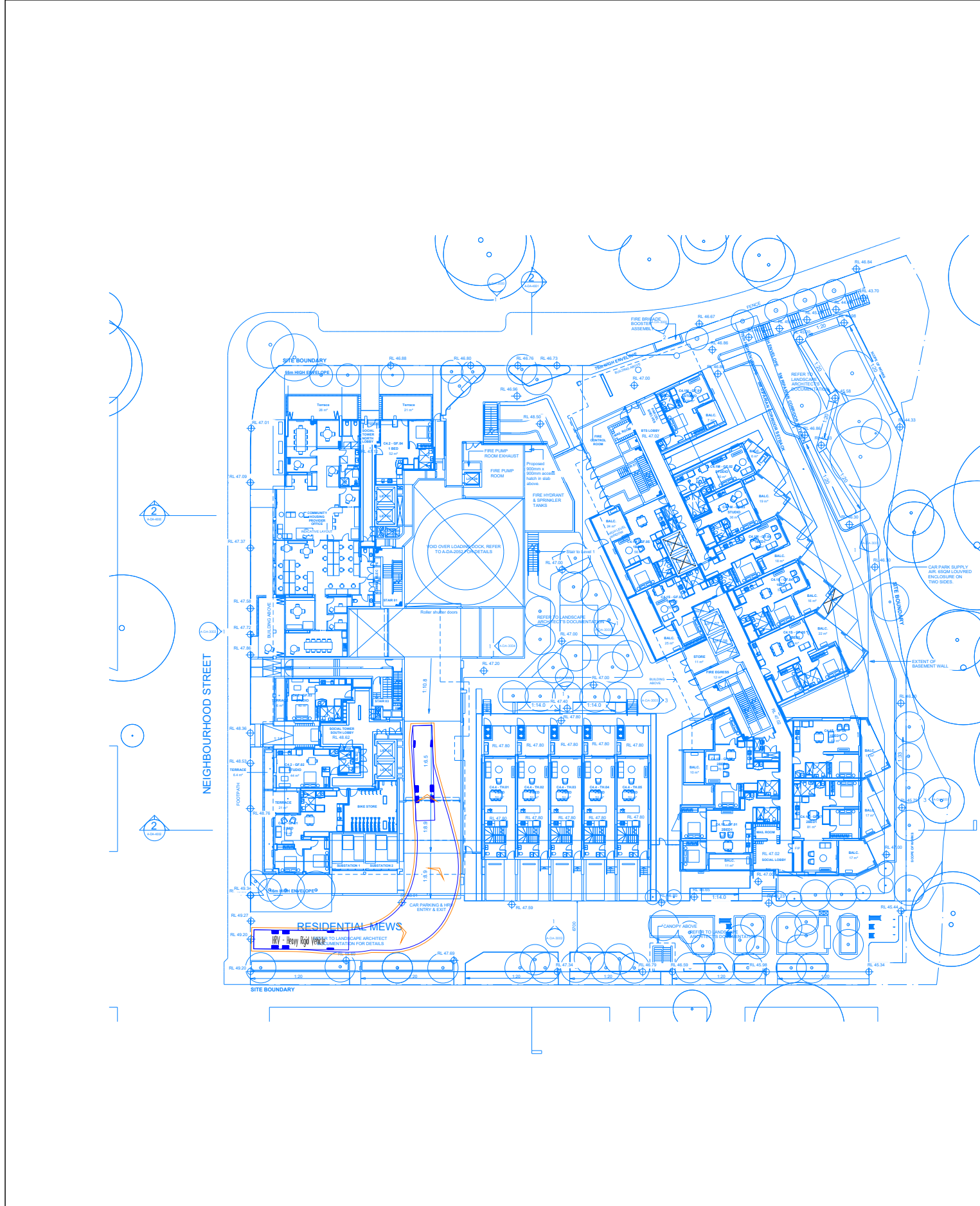
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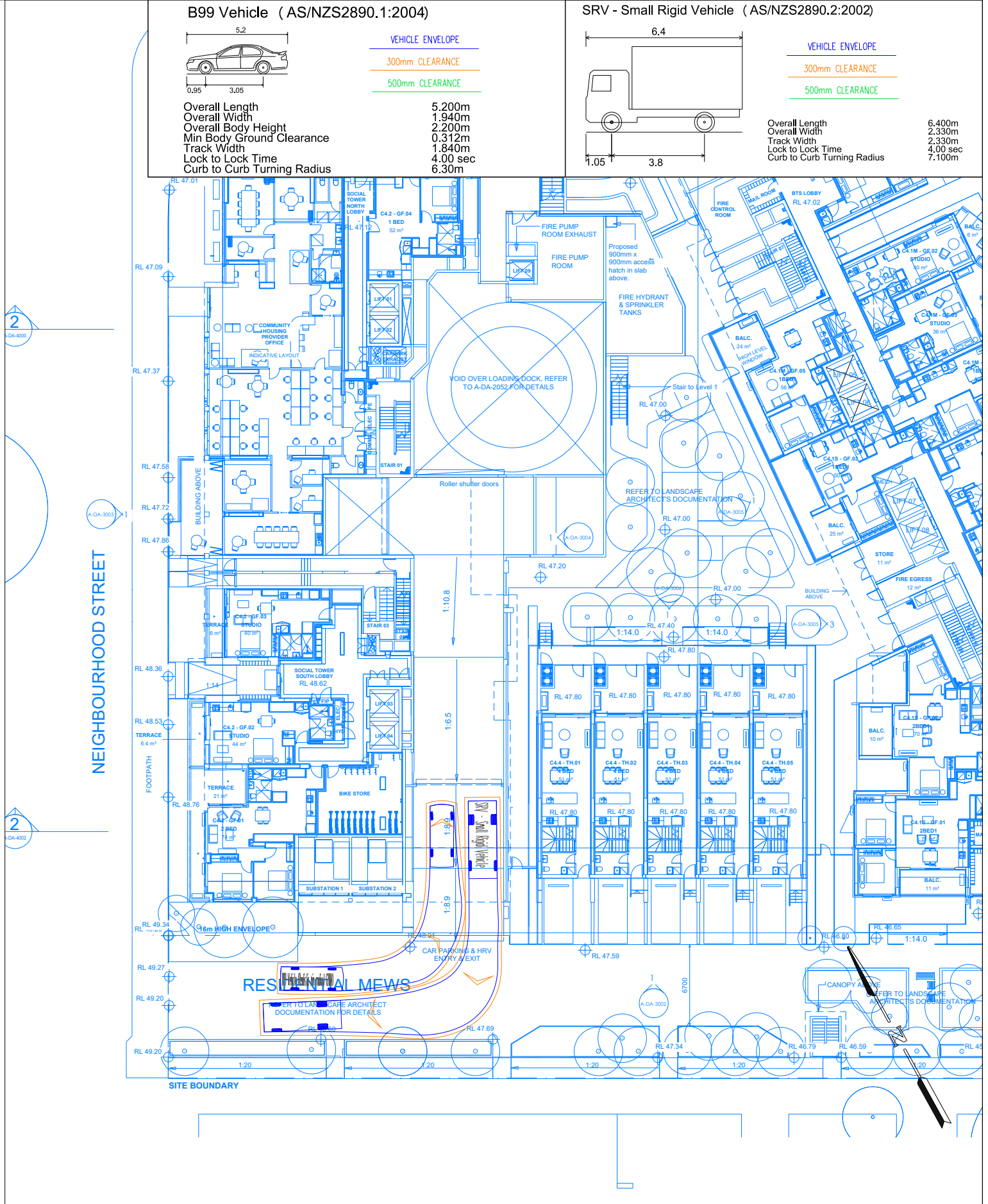
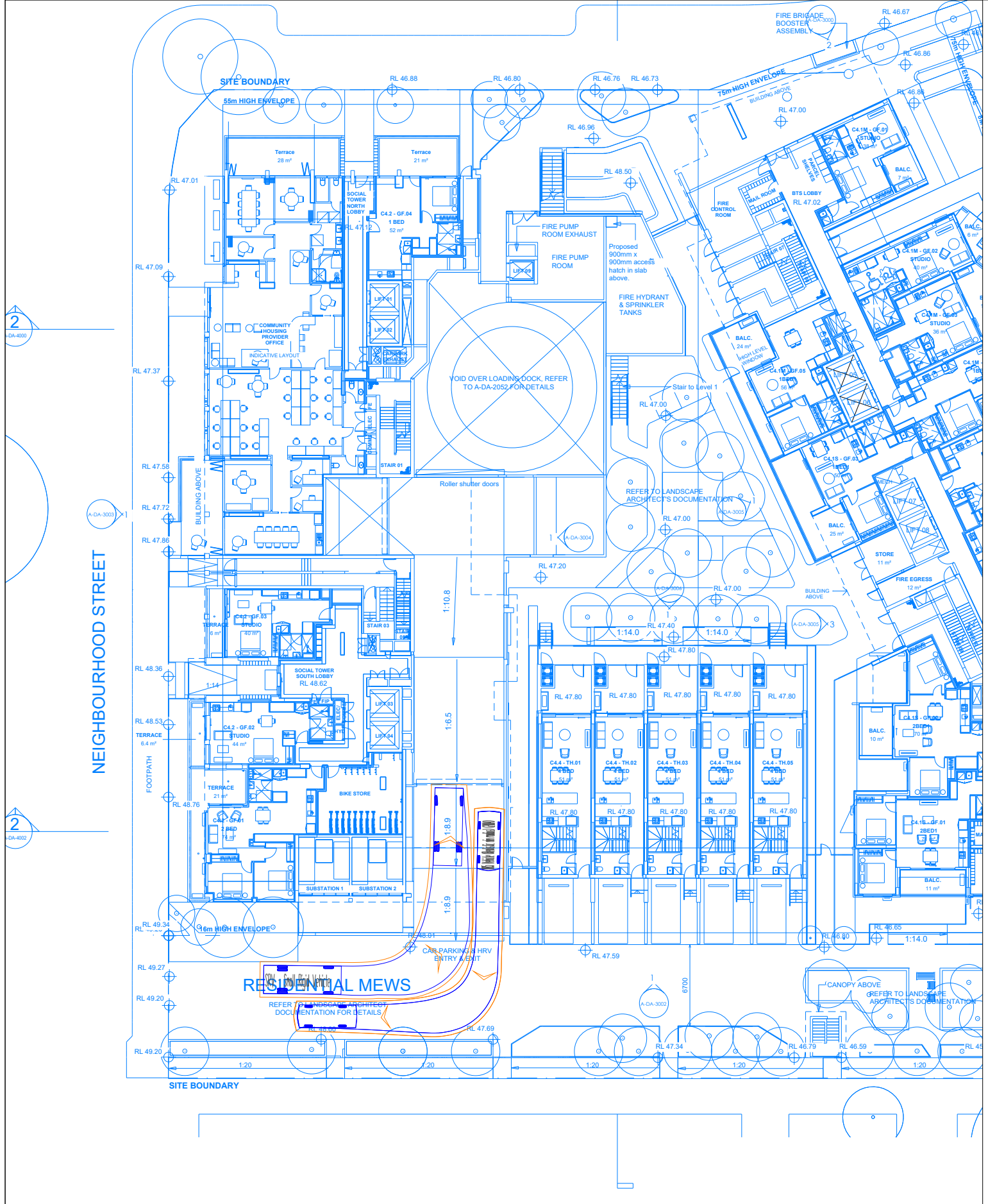
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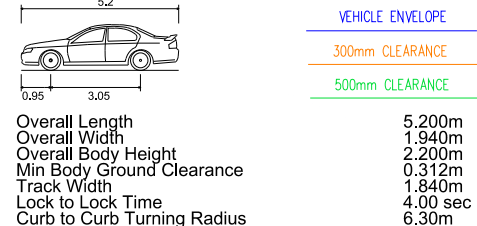
<b>GENERAL NOTES</b> This drawing is provided for information purposes only and should not be used for construction.	DESIGNED Jay Wu	PAPER SIZE A3	CLIENT Frasers Property
	APPROVED BY R.Hazell	DATE 12.02.2026	PROJECT P1633
	SCALE Custom		

<b>DOCUMENT INFORMATION</b> Ground Floor Swept Path Analysis HRV Entry and Exit Movements	
FILE NAME AG1633-08-v05_20251009_S4.55.dwg	SHEET AG001
Suite 17.02, Level 17, 1 Castlereagh St Sydney NSW 2000 info@asongroup.com.au	

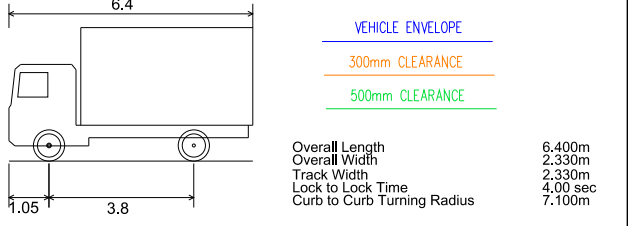
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**B99 Vehicle (AS/NZS2890.1:2004)**



**SRV - Small Rigid Vehicle (AS/NZS2890.2:2002)**



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DESIGNED Jay Wu	PAPER SIZE A3
APPROVED BY R.Hazell	DATE 12.02.2026
SCALE 1:400	0 4 8

CLIENT Frasers Property
PROJECT P1633
Ivanhoe C4

<b>DOCUMENT INFORMATION</b>	
Site Access Swept Path Analysis SRV & B99 Entry and Exit Movements	
FILE NAME AG1633-08-v05_20251009_S4.55.dwg	SHEET AG002

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